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But even the most enlightened labor policy cannot eliminate the conflict between labor and capital generally because it cannot eradicate the difference of interest which exists in the very nature of things between capital and labor due to the fact that capital is a buyer and labor a seller.

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*Ports and Terminal Facilities.* By ROY S. MACELWEE. New York: McGraw-Hill Book Company, 1918. Pp. viii+315.

This book is the outcome of a course of lectures given at the Columbia University School of Business. It is hardly a treatise on terminal facilities in general, but rather primarily a study of seaports in which rail facilities are discussed in their relationship to the work of the port as such. Of course, it is difficult to find a large rail terminal that is not also a seaport, or at least a port of inland navigation like Chicago, so that the problems of large rail terminals and seaports are very nearly coextensive. But in this case the harbor is clearly the dominant interest.

In judging the quality of this book one lacks a standard of comparison. The author has a clear field, and his book should prove extremely useful as being virtually the only study of its kind directed primarily toward American conditions.

Large parts of the book are written solely from the engineering and technical standpoints and would not be of particular interest to the economist, but there is also a great deal of a truly economic character. The author discusses railway-rate practices as affecting the development of the port of New York, the union belt-line system, and the establishment of a lighterage system that fulfils a corresponding function, a system of store-door delivery, a policy of municipal improvements which are run at a loss, the relation of inland waterways to railways, the extent of terminal costs, and the use, arrangement and administration of free ports. To the reviewer the data on terminal costs seem particularly valuable, inasmuch as there is very little such material in easily available shape. This element may not be of the greatest significance in throwing light on how to organize a port efficiently, for its chief service in this respect is to emphasize the importance of the terminal service and the huge expense for which it is responsible. Perhaps the greatest significance of such figures is in connection with railway-rate structures rather than in connection with the improvement of our somewhat unsystematic harbor facilities.

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*World-Power and Evolution.* By ELLSWORTH HUNTINGTON. New Haven: Yale University Press, 1919. Pp. 287.

When Mr. Huntington's book *Civilization and Climate* was published, one reviewer took him gently to task for having been too temperate in his

claims as to the possible paramount importance of climate as a master of human destiny, arbiter of the fate of nations, and governor of the course of human progress. In the present book Mr. Huntington has apparently profited by this criticism. The subject of the book is the effect of climate on economic prosperity and business activity, on health, on intelligence, on social progress in general, and on the rapidity of biological evolution from the very beginnings of things. In supporting his thesis of the supreme importance of climate, the author uses the method of statistical correlation, with results that are extremely interesting and may well be highly significant.

He first undertakes to correlate health with business activity, and with mental power. Health is judged by figures of death-rates, taken almost entirely on the northeastern part of the United States. Mental power is evidenced by the results of civil-service examinations, and business activity by such things as bank clearings, the general price level, bank deposits, and immigration. The central feature here is a diagram in which are placed, one above the other, curves representing fluctuations over a period from 1870 to 1910 of health, mental power and school attendance (both pushed to the left to allow for an assumed lag of one year), New York bank clearings (pushed to the left three years), general prices and national bank deposits (both pushed to the left four years) and immigration (pushed to the left five years). The purpose is to test the thesis that health is a cause of all these other factors, and the peculiar arrangement of the curves makes it impossible to use the same chart to test any other hypothesis. One wonders why deposits should lag four years and immigration five, apart from the fact that this appears to give the best correlation. It is perhaps to be wished that Mr. Huntington had presented his statistical material in a form less definitely committed to the testing of his particular hypothesis, especially as this is a realm in which many things appear to be both causes and effects of each other.

Having correlated prosperity with health, the author next studies how health is affected by climate, illustrating his results with "climographs" showing what degrees of temperature and humidity appear to be accompanied by favorable, or by unfavorable, effects on the death rate in different regions and for different races. He finds that the best conditions in the general run of cases appear to center about 64 degrees of temperature and 80 degrees of humidity. Humidity appears to be more often too low than too high, and it appears to make more difference at low than at high temperatures. Temperatures both above and below the best level can apparently be borne better if the humidity is high, but this is peculiarly true of temperatures below the average. The author claims that if our houses were kept properly humid in winter we would not want the over-high temperatures of 70 degrees and more which prevail in America. He also has data indicating that variability of temperature in itself makes for health. Thus the conditions of a good

climate are laid down: temperature ranging near 64 degrees, high humidity, and frequent variations without prolonged extremes of heat or cold.

The next large division of the book delves into the mysteries of biological evolution and attempts to correlate the "pulse of life"—the number and importance of new species formed—with climatic fluctuations. The discussion is highly interesting, but appears to a layman to rest upon somewhat speculative evidence, in the charting of which the personal equation of the investigator has wide scope.

The book ends with discussions of particular countries: Rome, Turkey, and Germany and her neighbors, together with a final map charting the distribution of civilization throughout the world as compared to the distribution of climatic conditions favorable to human energy. The correspondence is close and does not seem to depend on warping the civilization chart to fit the author's climatic theory.

All in all, the author presents a case worthy of serious consideration, but it would be highly desirable to have data based on a wider range of evidence and so correlated as to show to what extent they lend themselves to various rival hypotheses in any given case.